

DIESEL ENGINE FUEL CONTROL SYSTEM

Abstract

A method and system for controlling fuel for an internal combustion engine. Two fuel demand signals are provided, one from an idle speed fuel controller (i.e., a base fuel demand signal) and one from pedal position (i.e., an unmodified pedal fuel demand signal). The pedal position signal is a function of engine speed and actual pedal position. A modified pedal position fuel demand signal is produced. The modified pedal fuel demand signal is equal to the unmodified pedal fuel demand increased by a bias value. The bias value is a predetermined offset, or hysteresis value, from the base fuel demand signal. The actual fuel supplied to the engine is equal to the greater of the base fuel demand signal and the modified pedal fuel demand signal. With such method, the amount of dead pedal time delay is reduced.